

B. F. TAYLOR,
Steamers,
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hong Kong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 2035. 日六初月二十年七十二年光 WEDNESDAY, JANUARY 15, 1902.

三拜禮 號五十月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,510,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. KODE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
HOMIBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
FARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [13]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT.
per Annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.

6 " 3 "
3 " 2 "
T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [14]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

Subscribed Capital £5,000,000
Paid-up Capital 2,500,000
Head Office—SHANGHAI.

Branches and Agencies—
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS
per Annum Fixed Deposits for 3 months.

5% " 6 "
5% " 12 "
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [15]

Intimations.

TAILORING DEPARTMENT.

WINTER SEASON.

RACING SEASON.

Scotch Tweeds, Angolas, Cashmeres, Serges,
Harris Tweeds, Newmarket Coatings, Silk-warp
Racing Breeches Material, Fancy Vestings,
Khaki, Serges, Improved Pigskin Puttee
Leggings.

LANE, CRAWFORD & CO.

Hongkong, 31st December, 1901.

[732c]

HIRANO WATER.

A natural, clear, sparkling and effervescent Mineral Water, bottled
in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken,
Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN
QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSSSEN & CO.,

sole Agents, Hongkong and South China.

776c]

Code Used:
A 1 and A B C, 4th Edition.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' Agents and
Specifications Prepared.

Office, 9, Queen's Road Central.

Hongkong, 8th November, 1901.

[1214c]

Intimations.

BEEF TEA *versus* BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principle remains in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG.
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

BOVRIL.

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh

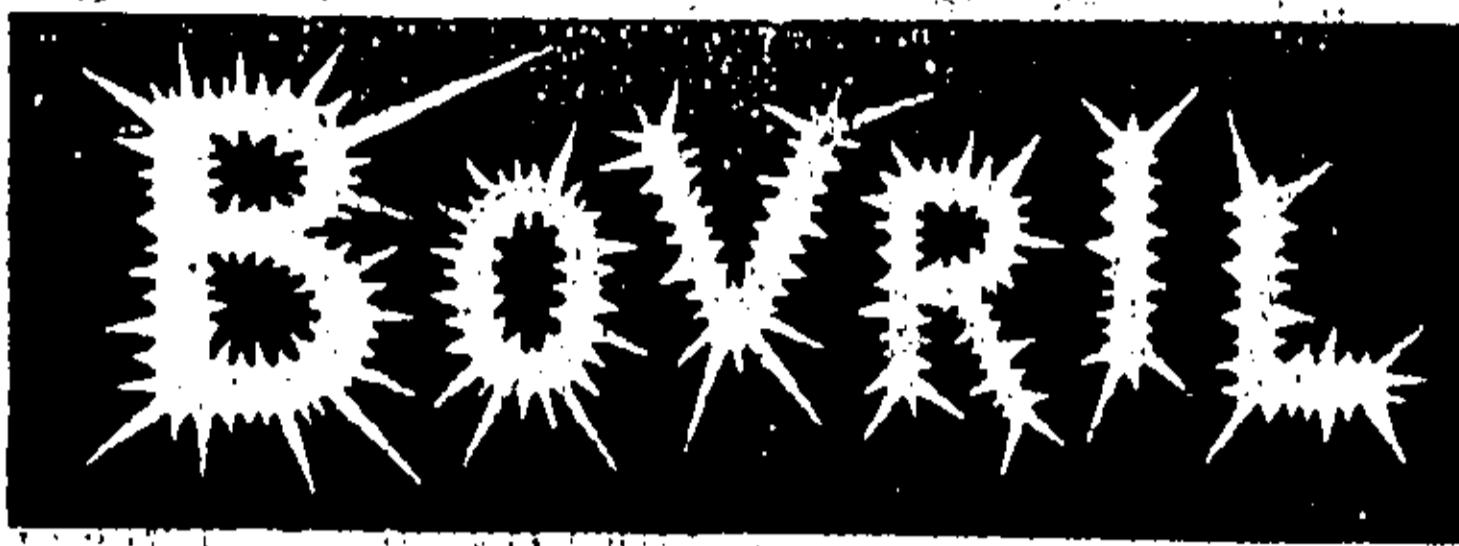
—as, all Meat Extracts and Beef Teas do—

but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not.

This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea), and then adding albumen and fibrine, pro-

cured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril.

[287c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[24]

STEAMERS

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR STEAMERS CAPTAINS TU SAIL REMARKS

LONDON, &c., Bengal A. L. Valentini Noon, 18th Jan. ... Freight or Passage.

SHANGHAI Parramatta R. T. Cook, R.N.R. About 19th Jan. ... Freight or Passage.

YOKOHAMA Bances E. P. Martin, R.N.R. About 21st Jan. ... Freight only.

LONDON via Malacca E. G. Andrews Noon, 25th Jan. ... Freight or Passage.

BOMBAY Nanking C. J. Benton, R.N.R. About 27th Jan. ... Freight only.

[See Special Advertisement.]

† VIA SHANGHAI, MOJI and KORE. (Passing through the Inland Sea.)

† (Calling at PENANG and COLOMBO if sufficient inducement offers.)

PASSENGER SEASON 1902.

FOR MARSEILLES, PLYMOUTH AND LONDON.

DIRECT WITHOUT TRANSHIPMENT.

S.S. "ORIENTAL" 5,284 Tons 29th March.

S.S. "MALTA" 6,064 Tons 12th April.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th January, 1902.

[14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS

*PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.

*PREUSSEN WEDNESDAY, 5th February, 1902.

HAMBURG WEDNESDAY, 19th February, 1902.

*SACHSEN WEDNESDAY, 5th March, 1902.

*TIAUTSCHOU WEDNESDAY, 10th March, 1902.

*BAVARIA WEDNESDAY, 2nd April, 1902.

*STUTTGART WEDNESDAY, 16th April, 1902.

KONIG ALBERT WEDNESDAY, 30th April, 1902.

PRINZESS IRENE WEDNESDAY, 14th May, 1902.

PRINZ HEINRICH WEDNESDAY, 28th May, 1902.

*PREUSSEN WEDNESDAY, 11th June, 1902.

*THAMBURG WEDNESDAY, 25th June, 1902.

* Calling at AMSTERDAM. Steamer of the Hamburg-Amerika Line.

SAILING DATES.

*PRINZ HEINRICH WEDNESDAY, 22nd January, 1902.

*PREUSSEN WEDNESDAY, 5th February, 1902.

HAMBURG WEDNESDAY, 19th February, 1902.

*SACHSEN WEDNESDAY, 5th March, 1902.

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PRINZ HEINRICH WEDNESDAY, 28th May, 1902.

*PREUSSEN WEDNESDAY, 11th June, 1902.

*THAMBURG WEDNESDAY, 25th June, 1902.

* Calling at AMSTERDAM. Steamer of the Hamburg-Amerika Line.

Shipping Orders will be granted till NOON, on MONDAY, the 20th instant, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 21st instant, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 21st instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Intimations.

OXO

helps the Cook to cook
as she should cook.
There is more beef con-
centrated in a pound of
OXO than in a pound of
any other food in the
world.

OXO

is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARY HALL.

CREATED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902. [714c]

NEW VICTORIA HOTEL

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September 1901. [582c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.50 3 cask of 375 lbs. Net ex Factory.
\$3.30 3 Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

WILLIAM POWELL, LIMITED,
DRAPERS AND OUTFITTERS.

NEW GOODS.

CARPETS, RUGS MATS.

SPRING BEDS, DOWN QUILTS, HEAT-
ING AND COOKING STOVES, LADIES'
AND GENTLEMEN'S GLOVES, WINTER
CAPES, AND JACKETS.

Hongkong, 4th January, 1902.

BY SPECIAL APPOINTMENT

TO HIS MAJESTY KING EDWARD, VII.

BECHSTEIN - - - -

ROYAL PIANOS.

Sole Agents: THE ROBINSON PIANO CO., LTD.
At less cost also the WERNER and
HAAKE Pianos.

Hongkong, 14th January, 1902.

[593c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinwall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 1st June, 1901.

[777c]

To-day's
Advertisements.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the
above Port, on TUESDAY, the 21st instant,
at Noon.

The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th January, 1902. [168d]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADAM, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th instant, 1902,
at 1 P.M., the Company's Steamship
"GALEDONIEN," Captain Blanc with
Mail, Passengers, Specie and Cargo, will leave this
Port for MARSEILLES, via BOBMAY.

This Steamer connects at COLOMBO with
the s.s. "Tonkin," which vessel takes on her
Passengers and Mail leaving that Port on the
8th February, Direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M., on the 26th
instant. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 15th January, 1902. [1004c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNERS:

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 21st instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, 15th January, 1902. [1317c]

To-day's
Advertisements.

THEATRE ROYAL,
CITY HALL.

ON

SATURDAY, the 18th January,

SPECIAL ENTERTAINMENT

for the Benefit of

MISS EMMIE SMITH,

The Charming Ballad Vocalist and Unequalled

COON SPECIALIST,

Late of the Empire Comedy Company.

SPLENDID PROGRAMME.

All the leading local Professional and Amateur

Talent, including

Messrs. VIGGERS, SIMMERS, WARD,

and Members of the R.E. Dramatic Club.

PRICES:

Dress Circle and Front Stall \$2

Back Seats 1

Soldiers and Sailors in uniform half price.

Tickets from all Pay Sergeants:

Plan at the ROBINSON PIANO CO., LTD.

Hongkong, 15th January, 1902. [69d]

HONGKONG BENEVOLENT SOCIETY.

A GENERAL MEETING of the above

Society will be held on WEDNESDAY,

the 29th January, at 11.30 A.M., in the CITY

HALL.

The Public are invited to attend.

B. S. GOATE,

Hon. Secretary.

Hongkong, 15th January, 1902. [70d]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising:

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Becherose

Character,

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 15, 1902.

REUTER'S TELEGRAMS.

THE SOUTH AFRICAN WAR.

BOER LOSSES,

LONDON, January 13th.

General Bruce-Hamilton's columns have

accounted for 105 Boers, on the Swaziland

frontier during the last ten days.

A Boer doctor reports that the enemy's

losses in Colonel Plumer's engagement with

Christian Botha to the North of Amersfoort,

Transvaal, on the 3rd and 4th instant, were

forty two killed and seventy three wounded.

LATER.

PRINCE HEINRICH'S VISIT

TO AMERICA.

The Americans are preparing a royal

reception for Prince Heinrich, who will be the

guest of the nation.

GERMANY'S FINANCES.

Prussian and German 3 per cent loans of

94 and 54 millions sterling respectively have

been concluded in Berlin to cover deficits.

THE HONGKONG TELEGRAPH.

MESSRS. COTTAM & CO. for FOOT-

M. BALL BOOTS.

LOCAL AND GENERAL.

OUT OF 16,300 islands in the Indian Ocean
only 370 are inhabited.

THE AMOUNT OF PROPERTY insured

against fire in London is £910,000,000.

FORTY CABLE SHIPS are constantly at

work relaying and repairing the world's cables.

THE BODY OF A JAPANESE FEMALE

has been found by the divers in the forecastle

of the Skarstad. She is supposed to have

been a stowaway.

A GENERAL MEETING of the Hongkong

Benevolent Society will be held on Wednes-

day, the 29th instant, at which the public are

WHERE THE BLOCKS ARE MADE.

A VISIT TO THE WORKS.

Across the blue waters of the harbour to the ruffled bay off Kowloon City is but the proverbial biscuit throw, yet to many in the Colony it is unknown that in the vicinity there is being carried out some of the most important work in connection with the Dock Yard extension scheme. Situated in a snug little corner beneath the slopes of Mataukok and covering an area of some fourteen acres are the works of Messrs. Puchard, Lowther and Co. There it is that the huge blocks of concrete are being made and shipped across to Hongkong. Since February of last year the vicinity has been greatly altered, and where once the Kowloon fishermen set out for the sea, reclaimed land with heavy machinery now juts into the waters. It is, indeed, a sight well worth a visit if only to watch the huge jaws of machines literally.

EATING BLOCKS OF GRANITE.

and grinding them to powder at the rate of about 100 tons per day. It is a busy spot and one has ever to be on the alert to avoid the puffing locomotives, derricks, trucks and chains.

The absolute necessity of strengthening the naval resources of Hongkong must be apparent to all, and as the Admiralty have now taken the great scheme in hand it should be of especial interest to learn something of the manner in which a portion of the work is being carried out. Thanks to the kindness of Mr. W. Kidd, M.I.C.E., the chief agent and engineer of the Company, a representative of this journal has recently had an opportunity of visiting and inspecting the Mataukok works where the whole process of the manufacture of concrete blocks was fully explained and practically demonstrated. A pleasant trip across the harbour and round Kowloon Point brings one in view of the smoking engines and tall derricks on the works. Heavily laden junks, bound for the blockyard, with cargoes of raw granite from some of the many quarries around are throwing

THE GREEN SPAY ABOVE THEIR BOWS, while barges are seen rounding the Point with loads of cement from Green Island. Making fast to the jetty, running out from the reclaimed land, one steps out of the launch and has an opportunity of studying the whole process of block making from the arrival of the raw material to the finished concrete block.

The jetty has been built especially for the purpose of landing the granite from the twelve or fourteen quarries worked by the company, and of despatching the finished concrete to the dock works at Hongkong. The junks and barges, upon their arrival, are made fast on the south side of the jetty, and the stone is unloaded into the bucket attached to a five ton crane—one of several others made in Scotland for the firm. It is then hoisted on to a platform, and each separate load is placed in different compartments with a view of checking the amount brought to the works by the various junks. Beneath this platform are four powerful crushing machines, each of 40 horse power, and capable of reducing to powder 100 tons of granite per day. Three of the machines are constantly working and another is kept in reserve in case of accidents. As the rough granite blocks are thrown into the

GRINDING JAWS OF THE MACHINES.

there is a cracking and a crunching followed by a coarse powder running out of a shoot into wagons beneath. These carriers, being of a standard size, serve the double purpose of conveying the material up an inclined railway on to a gauntlet and measuring out the proportion of broken granite and sand. An engine steams down the little railway with four trucks, three of which are loaded with broken stone and the other filled with sand. She then puffs up the incline, of one in twenty-five, and goes on to the gauntlet or timber platform, from which the loads are tipped into a stock heap. Walking up this little railway one gets a capital view of the works and the excellent site upon which they are built. From our left rises a craggy hill only recently acquired by the firm. Here it is that they are now busily engaged in quarrying operations which, up till the past few weeks, has been considerably handicapping them owing to the fact of its having been in the hands of quarry farmers. The demand for stone has been almost outstripping the supply but now that the firm have the quarry in their own hands they are hoping to run the whole of their plant, and turn out some 140 blocks of concrete per day. On the right of his gauntlet are more rails, stacks of concrete blocks, and rows of moulding beds. Old men and boys are busy breaking stones for the mixing machines, and, although their labour is far cheaper than the use of steam power the great demand has necessitated the use of machinery. Beneath the gauntlet are heaps of sand and stone which have been tipped from the trucks, and men are at work filling small side-tip wagons, pulled by means of

AN ENDLESS CHAIN.

up an incline where the contents are thrown into a mixing machine. Like the trucks, these wagons serve the purpose of measuring the material as well as conveying it from one part of the works to another. On the right can also be seen a spacious rafting shed covered in by a mat roof under which all the blocks required are drawn to full use as guides for the templates which are then handed to the quarryman, thus enabling him to cut his stone to the exact shape and size.

Close by is the wharf from which all the water required on the works is obtained and, in connection with this, it is interesting to note that though we in Hongkong are beginning to feel anxious those at Mataukok have no cause for alarm considering that during the last four months the supply has not in the least decreased. The water is perfectly clear, and not at all brackish. Passing up the mixing

MESSRS. COTTAM & CO. for THE
M. SHIRTS, TIES, and DRESS
TAN KID GLOVES.

machine one notices the wagons automatically attaching themselves to the endless chain and being drawn up the incline, while on the return journey they disengage themselves and run along the rails till stopped for refilling. At the top of this incline are a couple of Taylor's Patent Mixers each of which is capable of mixing 220 cubic yards per day.

Here it might be mentioned that the contractors are not at present utilising the whole of their plant owing to the fact that hitherto they have been unable to get the raw material in sufficiently quick to warrant their running the other machines. In fact, they are utilising but half of what they have ready, and when the supply of stone warrants it they will make 140 blocks of concrete each day. Before this can be accomplished, however, there is a good deal of work to be done in the way of development and getting out a compressed air plant. After watching the wagons being drawn up the incline the process of mixing can be seen. One part of cement to eight of other materials is added, a wheel is turned and the load drops into the mixer beneath. A supply of sea water is then let into the cylinder and after

FIFTEEN REVOLUTIONS

have been made the contents are emptied into trucks beneath. It has been found that sea water contributes to making better concrete as in warm climates, such as Hongkong, it sets more slowly in the moulds. Each load of the mixture is emptied into the machine will make a cubic yard of concrete. After being tipped out into trucks it is wheeled away and placed in the moulds of which there are some 1,200 stretching the whole length of the works. There it remains for about seven days before being hoisted out from the moulds by means of

A TEN TON SCOTCH DERRICK.

It is then numbered and placed on the stack hard by where it is allowed to remain for a month in which to mature. There are moulds of many shapes and sizes—square, round, and oblong—each of which fashions the block so that it will fit to a nicely the stone against which it is to rest. On the works are the usual time-keeping offices, stores, and a blacksmith's and engineer's shop replete with every requirement including lathes, drills, planing machines, steam-hammers and many other appliances to deal with any repairs that may be needed.

It would occupy too much of our space to give in detail particulars of the plant which Messrs. Puchard, Lowther and Co. have at Mataukok, though some idea can be formed when it is mentioned that among other plant there are three 10 ton cranes, four 5 ton cranes, three locomotive engines, and four stationary engines. It is indeed a Colony by itself. The European foremen have excellent quarters at the works, and throughout that busy spot the greatest unanimity prevails.

In addition to Mr. Kidd there are from home Mr. J. L. Houston, M. I. C. E. (Resident Partner of the Contractors firm), Mr. J. L. Watson, A. M. I. C. E. (Sub-agent), Mr. C. Glover (Chief Accountant), and Mr. F. T. Colson (Assistant Engineer in charge of the Mataukok works) besides Messrs. Andrews, Roberts and Bowring in charge of various other departments. Messrs. Cunningham, Gibb, Shaw and others are on the clerical staff.

ACCIDENT TO S.S. "PICCIOLA."

With the arrival at Manila on the 10th inst. from Singapore of the German steamer *Chiengmai*, Captain Gerdes, word was received in regard to an accident to the German steamer *Picciola*, Captain Muller. The *Picciola* with a cargo of rice was proceeding from Saigon to Iloilo, when in the Sulu sea she struck a rock which damaged her stern and carried away two blades of her propeller. Captain Muller knew of the existence of the rock as it was indicated on his chart but he thought he was well clear of the danger when his vessel struck. The damage was not so very serious but that he could proceed on his way to Iloilo, where the steamer will be examined to determine the full extent of the damage she has sustained.

On the journey to Manila the *Chiengmai* called at Iloilo, and stood by the *Picciola* to render assistance, if required, but not being needed, she proceeded on her way, reporting to Messrs. Behn, Meyer and Co. of this city who are the steamer's agents.

ROUGH PASSAGE FROM HONGKONG.

The steamer *Express*, according to the "Manila Times" had a rough passage from Hongkong on her last voyage. Captain Wilson reported a most tempestuous passage, and he was highly pleased with the little steamer.

Two days out from Hongkong, the *Express* ran into a heavy gale accompanied by terrific seas which washed over the boat, filling her engine and boiler rooms and she lay helpless in the trough of the sea, only her water tight compartments keeping her afloat.

For two days, Captain Wilson and the crew worked like Trojans to get sail on the boat. A jury-mast was rigged the awnings being used as sails, one of which was attached to the smoke stack. During this period, the crew suffered considerably owing to lack of drinking water, the water barrels having been washed overboard and the condenser being unserviceable.

When the gale abated, the boat was freed of water, and the fires were again lighted and steam got up and she proceeded on her journey without further incident.

The *Express* is a brand new craft built for Messrs. M. T. Figueiras and Co. of Manila, by Messrs. W. S. Bailey and Co. of Hongkong.

M. S. COTTAM & CO. for THE
M. LATEST STYLES in "TRESS & CO'S. FELT HATS."

CHINA PROVIDENT LOAN AND MORTGAGE COMPANY.

The fifth ordinary general meeting of the China Provident Loan and Mortgage Company, Limited, was held at noon to-day at the offices of the General Managers at No. 16 Des Voeux Road. There were present—Messrs. R. Shewan (chairman), J. S. Van Buren, Chow Hing Kee, Chau Tung Shang, Fung Wa Chiun, H. P. White, T. H. Reid, C. Ewens, Terry, McGubbin, A. Babington, and G. Sommerville (Secretary).

REPORT.

The following report was presented:—Annexed we have the pleasure to lay before the shareholders a statement of accounts made up to 31st December 1901.

The gross earnings for the past year amount to \$87,941.32 and after deducting all expenses, remuneration to General Managers, Consulting Committee's and Auditors fees, there remains a balance of \$70,045.58 which it is recommended be appropriated as follows, viz:—

To place to Reserve Fund.....\$10,000.00

To pay a Dividend of 8 per cent.....\$7,760.00

To carry forward to the credit of next year's account.....\$2,285.58

CONSULTING COMMITTEE.

Owing to Mr. Lewis having left the Colony, Mr. H. P. White was invited to join the Committee. In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chow Hing Kee, Chau Tung Shang and H. P. White retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. F. Henderson and W. H. Potts, who are recommended for re-election.

The Chairman said:—Gentlemen, with your permission, we will take the Report and Account for 1901 as read, as they have been printed and in your hands for some days past. We are glad to be able to pay the same dividend as before, viz: 8 per cent and put \$10,000 to reserve, which brings the total amount at credit of that Fund up to \$45,000 now. Money was not in such strong demand during the first part of last year and, while we were able to employ almost the same amount of money in loans as in the previous year, we did not earn quite so much in interest. The Accounts are so simple that there is nothing to comment on in them, but I may say that all the mortgages have been gone over carefully and found quite safe. As a number of shareholders have represented to us the desirability of ridding our shares of the remaining liability of \$10 per share we have decided to meet what we believe are the wishes of the majority and do away with this liability by making the shares \$10 fully paid up. The other \$10 was really intended as a security to the Debenture Bond-holders, but there are so few of them that it is not worth while keeping the liability running. In due course extraordinary meetings will be held to pass the Resolutions required for this purpose. We shall still have 27,000 shares of the original 100,000 to issue, but, as we anticipate being able to dispose of those very quickly after the change has been made, we propose to save further special extraordinary meetings and loss of time later on, to take power to issue up to another 100,000 shares. This will make the nominal Capital \$2,000,000, but we shall not of course issue any of the extra \$1,000,000 fresh capital without first asking your consent. It will simply mean that the Company will have power to increase its Capital to \$2,000,000 without having to pass further special Resolutions. As you are aware notices calling the first Extraordinary Meeting for the 22nd instant were issued yesterday. Before moving the adoption of the Report and Accounts, I shall be pleased to answer any questions you may wish to put to me.

Mr. T. H. Reid—I have much pleasure in seconding the adoption of the report and the passing of the accounts. I take this opportunity on behalf of the shareholders in congratulating the management upon being able to pay a dividend of eight per cent and placing the sum of \$10,000 to the Reserve Fund.

The motion was unanimously carried.

CONSULTING COMMITTEE.

Messrs. J. S. Van Buren, Chow Hing Kee, Chau Tung Shang and H. P. White were, on the proposition of Mr. Ewens seconded by Mr. Terry carried unanimously.

AUDITORS.

Mr. White proposed, and Mr. J. S. Van Buren seconded the re-election of Messrs. F. Henderson and W. H. Potts as auditors. The motion was carried without dissent.

The Chairman:—That is all the business gentlemen. The dividend warrants will be ready to-morrow.

AT THE MAGISTRACY.

January 15th.

ASSAULTED A CONSTABLE.

Wong I had in his possession a revolver, without the necessary formality of obtaining a licence. A Sikh constable attempted to take his weapon from him and he resisted, trying to use his pistol. Luckily he was disarmed before being able to do any damage. Owing to the gravity of the offence the Magistrate fined him \$25 for the first offence and \$50 on the second charge, of assaulting a constable.

DISORDERLY CONDUCT.

David Abraham, endeavoured yesterday to wreak his vengeance on the employees in Mr. David Sassoon's office on Des Voeux Road. He occasioned such an uproar that the services of a constable were required, and he was escorted to the Police Station to cool off over night. This morning he appeared before the Magistrate in a penitent frame of mind and was discharged with a caution.

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

COMPANY are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

WATKINS LIMITED.

ATOTTECAPEL HALL, 66, Queen's Road Central.

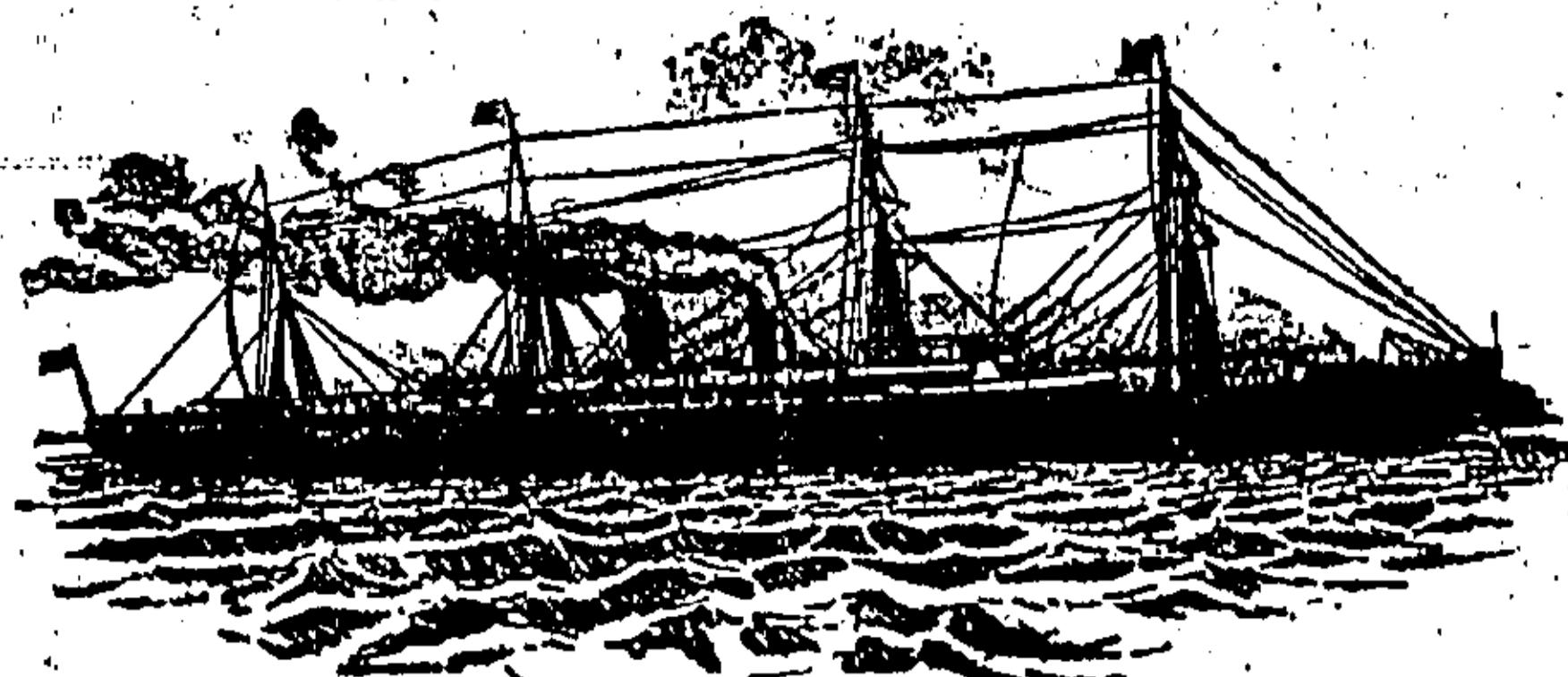
HONGKONG, 8th May, 1902.

SWIMSON & CO.

HONGKONG, 8th May, 1

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU" SATURDAY, 18th January, at Noon.

"PEEU" SATURDAY, 25th January, at Noon.

"COPTIC" TUESDAY, 1st February, at Noon.

"AMERICA MARU" TUESDAY, 11th February, at Noon.

"CITY OF PEKING" TUESDAY, 18th February, at Noon.

"GAELIC" FRIDAY, 28th February, at Noon.

The T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at NOON, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago the destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atahua and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

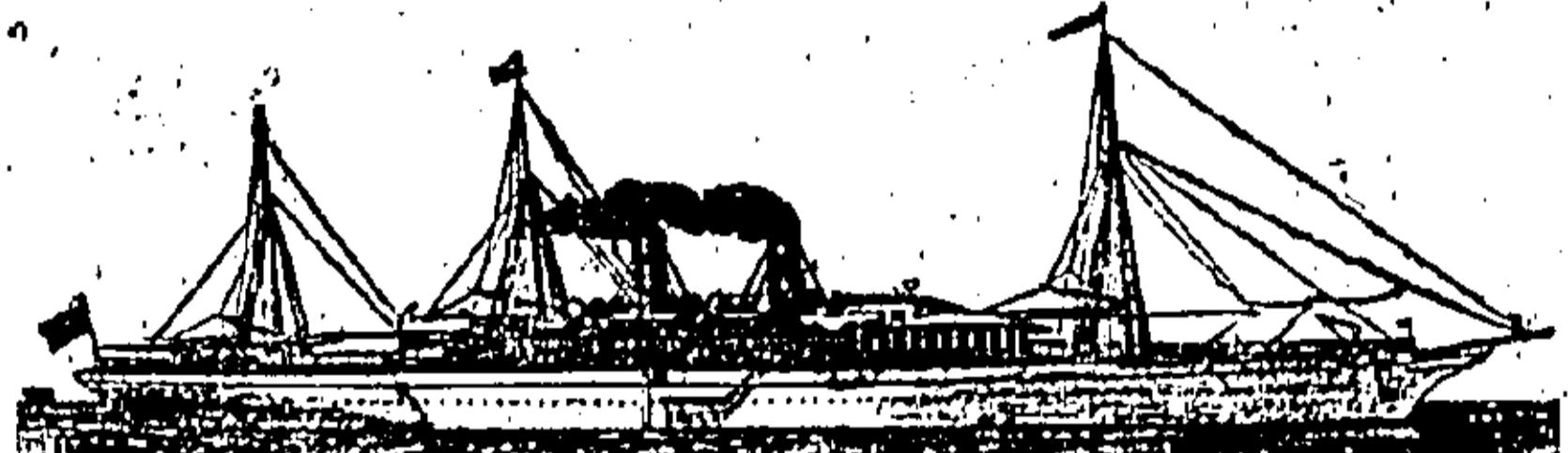
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 9th January, 1902

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 29th January.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th February.

"ATHENIAN" Comdr. H. Mowatt WEDNESDAY, 26th February.

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 12th March.

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 2nd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER and (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Map, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th January, 1902

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
Ostasiatischer Frachtdampfer Dienst.

(Taking Cargo at freight Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

SAMBIA HAVRE, BREMEN and HAMBURG. 28th Jan. Freight.

Schmid (Calling at SINGAPORE and PENANG). HAVRE, BREMEN and HAMBURG. 29th Feb. Freight.

AMBRIA (Calling at SINGAPORE and COLOMBO). HAVRE, BREMEN and HAMBURG. 26th Feb. Freight.

C. FERD LAEISZ HAVRE and HAMBURG. 15th Mar. Freight.

Fuchs (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

ANDALUSIA (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

Ehlers (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

KONIGSBERG (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

Christianen (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. 27th Mar. Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG Office,
No. 1, Queen's Building.

Hongkong, 4th January, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. J. Goo, J. Van Dier

Anclino, Miss L. Groot, A. de

Assumpcio, J. M. Gregor, J.

Anderson, J. W. Guiquard, Theo.

A. L. M. Glover, Mrs.

Art, Hon. Albert von Gubbay, Nahom

Abba, H. M. Graham, M. J.

Ahmed, A. J. Garrett, F. J. V.

Anderson, Mrs. A. J. Gray, Miss

Axer, Fuan. Gilbert, Miss S.

Anderson, Rev. H. E. Graham, W. L.

Ah Fook. Gonzalez, F.

Allarakha, Sate. Gullaway, Robt.

Abdulhusen, Abdulra- hom. Gulla, Mahomed

Grey, F. H. G. H. H. Gulla, Mahomed

Guisdau, Mrs. M. G. H. G. H. Gulla, Mahomed

Garcia, Francisco H. G. H. G. H. Gulla, Mahomed

Graham, Esq. H. G. H. G. H. Gulla, Mahomed

Grindlay Groom & Co. H. G. H. G. H. Gulla, Mahomed

Grant, J. P. H. G. H. G. H. Gulla, Mahomed

Gouver, K. K. H. G. H. G. H. Gulla, Mahomed

Gould, Mr. & Mrs. H. G. H. G. H. Gulla, Mahomed

Gouk, L. J. H. G. H. G. H. Gulla, Mahomed

Graham, W. L. H. G. H. G. H. Gulla, Mahomed

Groves, F. C. H. G. H. G. H. Gulla, Mahomed

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every other blackguard in London would tell me the same. "As a rule these high-class clubs naturally proved the ruin of their frequenters, but one of the exceptions was General Scott, the father-in-law of the (then) Duke of Portland, and also of George Canning. Of strictly abstemious habits, he consistently avoided high-living with the result that the formation of a whist-party always found him clear-headed and cool. This advantage, added to a thorough knowledge of the game, enabled him to win by honest means a fortune of something like £200,000."

FRENCH SOLDIERS AT PLAY!

A MEAN TRICK.

An English resident and his wife who were walking on the Yates Road, Shanghai, on Wednesday afternoon (the 1st inst.) were naturally disgusted at seeing some French soldiers take a very well-dressed and perfectly inoffensive old Chinaman and throw him into the ditch alongside the road—full as it was of water and black mud—following this up by treating a harmless wheelbarrow coolie and his barrow in the same way. Seeing that the Englishman was about to make note of the number of their regiment, four of the men attacked him at once, and as he had to consider the safety of his wife, he was in rather

AN AWKWARD PREDICAMENT.

On his arrival back in town he complained at the police station, mentioning the number of his assailants' regiment. He was subsequently asked to identify them, but instead of only the men whose number he had mentioned being brought before him, he was confronted with some five hundred men paraded in two ranks, and mixed up anyhow, of various numbers, and in a different uniform from that which they wore on Wednesday. Of course, under these circumstances identification was almost impossible. There is nothing unusual in soldiers on leave indulging at times in horseplay, but when tolerable limits are exceeded every facility should be given to those who have suffered at their hands to identify the culprits.

THE AUSTRALIAN CUSTOMS AND FOREIGN SHIPPING.

AN AUSTRALIAN VIEW.

The loud row that has been made by the big German Steamship Co. re the Federal Customs regulations reads, says the *Sydney Bulletin*, like an attempt on the part of a company which has become unduly inflated over the size of its steamers to presume on the youth and innocence of a new Commonwealth. In other words, it reads like a violent effort at bluff. Under the Federal regulations, a foreign vessel which calls at a series of Commonwealth ports becomes subject to the Australian Customs law from the moment it calls at its first Australian port on the voyage here until it clears from its last Australian port on its voyage home again. The foreign vessel is not called upon to pay duty on whatever dutiable stores it may have on board when it arrives, as it might easily have been, but it is called upon to pay duty on those imported stores which are consumed on board while the vessel is travelling between Australian ports. If it doesn't care to do that it can buy stores locally for use between ports. This is quite logical. Every country has the admitted right to regulate its own coastal trade as it pleases, and the French, German, American, or English vessel which touches this country, first at Fremantle or Cocktown or Port Darwin, and then works on from port to port and back again, is, during the time it spends between ports, just a common beastly coaster—like the *ketch Sarah Ann*, or the fore-and-aft schooner *Jones Brothers*, which straggles down from the northern rivers with a cargo of six logs of timber and a case of eggs. The United States deals with the foreign coaster by a drastic process—it doesn't allow her to pick up a solitary passenger or a pound of cargo at one American port for conveyance to another American port. Britain, until a period within the writer's lifetime (and he isn't very aged), shut out foreign vessels from its coasting trade altogether. The Federal customs regulations, in this matter, are, so far as the writer knows, exactly the same as those in force in most European countries. Certainly they have common sense behind them. The Australian-owned coaster, whose beat is from Adelaide or Perth around to Queensland, must pay duty on all dutiable goods consumed on board between Australian ports, and it seems an absurd contention that a foreign vessel, which intrudes into the Australian coastal trade, should be treated more favourably than the local one. As regards the indignant declaration of somebody connected with the German Steamship Co. that the claim of the Australian Government to regulate the doings of foreign vessels in the Australian coasting trade while they are outside the three-mile limit is sheer piracy, and the veiled threat to bring Kaiser William (who, by the way, is understood to be a very large shareholder in the Norddeutscher Lloyd) down on this country, they don't seem to amount to much in law. If they do, then the shortest way out of the difficulty is to enact that all foreign coasting vessels, on arrival at their first Australian port of call, shall pay duty on all the stores aboard. And, in any case, an absolutely essential thing is to prohibit foreign vessels, as is done in the United States, from taking passengers and cargo at one Australian port for conveyance to another. The Australian shipping companies have had enough time without the competition of cheap-labor foreign vessels in the coastal trade added to their existing troubles.

Per P. and O. steamer *India*, connecting with the steamer *Chugan*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie, Miss C. Miller, Miss La Fontaine, Mr. H. F. Campbell. To Hongkong: Lieut. T. M. White, Staff Sergeant Macnamara, Mr. Doherty, Mr. E. A. Briggs, Mr. and Mrs. Lamble, Mr. A. C. Boxer. To Manila: Mr. Peter Colquhoun. To Singapore: Mrs. Beale, Mr. A. Cavendish, Mrs. Webb, and 2 children, Miss Holdcroft. To Penang: Dr. Kate Southon. From Marseilles, Dec. 20. To Shanghai: Mr. R. W. Robertson, Mr. C. B. T. Edmonson. To Hongkong Mr. Houston, Mr. J. Jorner.

Per P. and O. steamer *India*, connecting with the steamer *Chugan*, at Colombo, from London, Jan. 10.—To Hongkong: Mr. Whitton, Mr. D. M. Mackenzie. From Marseilles, Jan. 17.—To Yokohama: Mr. G. E. Henderson. To Shanghai: Mr. R. Dalton. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Evitt, Mr. W. C. Cadell, Mr. W. Hutton.

Per Messageries Maritimes steamer *Lion*, from Marseilles, Dec. 15.—To Kobe: Mr. Macaire; Father Marie; Mr. Kamisaka. To Shanghai: Mr. Yang Si Tcheng, Mr. Che Tsing, Mr. and Mrs. Vidal. To Hongkong: Lieut. Geiges. To Haiphong: Mr. and Mrs. Debeaux, Mrs. Bachmann and children, Miss Hochig, Mr. Simon, Mr. Hamon, Mr. A. Grede, Mr. Gallan and family, Mr. Lemaiar, Mr. and Mrs. Mabille. To Saigon: Mr. and Mrs. Gigan Papin, Mr. and Mrs. Kieffer, Mr. Arlin and family, Mr. R. Fuynel, Mr. Lorimer, Mr. G. Durrell, Mr. and Mrs. Larcheveque. To Batavia: Mr. W. J. Dekker. To Singapore: Mr. Cornelissen, Mr. and Mrs. V. E. Nathan and son and daughter, Mr. F. H. Dallas, Mr. and Mrs. Deshan, Mr. Lephat Vinh.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Jan. 12.—To Shanghai: Mr. Charles Crawford, Mr. Crawford Kerr, Miss Dudgeon. To Samarang: Mr. Cochin and family.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11, and Southampton, Dec. 16.—To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Strich. To Shanghai: Mr. and Mrs. H. G. Riches, Misses Byrne, Warr, Mr. G. T. Wilson and Miss Wilson, Misses Anderson, Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Compton, Mr. Chesney Duncan and child. To Hongkong: Mr. and Mrs. Michel, Mrs. Wise, Mr. Poate, Mrs. Frank Morgan and child, Mr. Flinley Urquhart. To Singapore: Mr. C. V. Brooke, Mr. Fritzel and family, Mrs. Miller and children. To Penang: Mr. and Mrs. E. C. J. Trenchell and child.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30.—To Shanghai: Mr. and Mrs. W. Jamieson, Mr. A. Rose, Miss Melcham. To Hongkong: Mr. F. Pollock. To Sourabaya: Mr. K. A. Vols.

Per Nippon Yusen Kaisha steamer *Tama Maru*, from London, Dec. 6.—To Yokohama: Mr. T. Mura, Rev. J. Kennedy, Dr. S. Uchida, Messrs. Kagami, Le Gros. To Kobe: Messrs. K. Hasegawa, J. Aoyama, Mr. and Mrs., and Master R. Chester. To Shanghai: Messrs. F. W. Warburton, S. Reader, J. Brewer. To Hongkong: Sir John Hall, Mr. and Mrs. A. H. Mincwell and children, Messrs. Marshall, W. Smith, J. Jackson. To Singapore: Capt. and Mrs. C. G. Pritchard, Mr. W. Morgan, Master Morgan, Mr. and Mrs. Makepeace, Mr. and Mrs. Clement Cuff, Mr. T. G. Milligan, Rev. and Mrs. H. Iard, Capt. and Mr. J. Kar, Mr. and Mrs. Staples, Mr. J. Darby, Miss Urquhart. To Penang: Mr. R. Morris.

G. GIRALD: NOVELTIES, BEAUTIFUL DOLLS, PLEASING PARLOUR GAMES, CROQUET, &c., &c.

G. GIRALD: CRYSTALLIZED FRUITS, ROSE, MAROONS

GLAZED AND SPICED ALMONDS. 10/-

Hongkong, 14th May, 1902.

AS OTHERS SEE US.

Writing to the Army and Navy Journal a contributor passing through Hongkong thus gives his impressions of the Colony. Hongkong, where we arrived Oct. 21st is an interesting city, old and unique in its natural features; backed by abrupt hills, some 1,800 feet in height, the houses sprawling up the hillsides and occupying every available point. On the hill top is a suburb composed of fine villas and reached by a steep cable tramway. The town is English in decoration and appearance, and is a fine example of what the English can do when given a working people to boss. The natives swarm over a great part of the town, but it is kept much too clean to have a Chinese appearance. There are fine office buildings and commercial houses along the water front, for Hongkong is a great business center. On the level ground are fine roads full of rickshaws, sedan-chairs being used to mount the hills. With Captain Sherman of the Navy, I wandered over the hills among the gardens, which are very pretty, even in late October. From the highest point there is a beautiful view of the city and bay, with Kowloon in view on the mainland beyond. It was pleasant to come from the Philippines into a climate where there is enough snap and energy in the air to make exercise an enjoyment. It was still hot in the sun, as on one of our warm fall days, but the air was invigorating.

A couple of miles out from Hongkong is "Happy Valley," where the British have their inevitable and thoroughly approvable race-course, cricket grounds and tennis courts occupying odd corners, where an extra vigorous drive would send a ball a thousand feet or so into the next county. Bowen Road, a level walk clinging half way up the hillside, and Barker Road, leading to the summit, are lined with villas bearing a varied assortment of British houses, and delighting the eye with fine panoramic views.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *China*, connecting with the steamer *Parramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie, Miss C. Miller, Miss La Fontaine, Mr. H. F. Campbell. To Hongkong: Lieut. T. M. White, Staff Sergeant Macnamara, Mr. Doherty, Mr. E. A. Briggs, Mr. and Mrs. Lamble, Mr. A. C. Boxer. To Manila: Mr. Peter Colquhoun. To Singapore: Mrs. Beale, Mr. A. Cavendish, Mrs. Webb, and 2 children, Miss Holdcroft. To Penang: Dr. Kate Southon. From Marseilles, Dec. 20. To Shanghai: Mr. R. W. Robertson, Mr. C. B. T. Edmonson. To Hongkong Mr. Houston, Mr. J. Jorner.

Per P. and O. steamer *India*, connecting with the steamer *Chugan*, at Colombo, from London, Jan. 10.—To Hongkong: Mr. Whitton, Mr. D. M. Mackenzie. From Marseilles, Jan. 17.—To Yokohama: Mr. G. E. Henderson. To Shanghai: Mr. R. Dalton. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Evitt, Mr. W. C. Cadell, Mr. W. Hutton.

Per Messageries Maritimes steamer *Lion*, from Marseilles, Dec. 15.—To Kobe: Mr. Macaire; Father Marie; Mr. Kamisaka. To Shanghai: Mr. Yang Si Tcheng, Mr. Che Tsing, Mr. and Mrs. Vidal. To Hongkong: Lieut. Geiges. To Haiphong: Mr. and Mrs. Debeaux, Mrs. Bachmann and children, Miss Hochig, Mr. Simon, Mr. Hamon, Mr. A. Grede, Mr. Gallan and family, Mr. Lemaiar, Mr. and Mrs. Mabille. To Saigon: Mr. and Mrs. Gigan Papin, Mr. and Mrs. Kieffer, Mr. Arlin and family, Mr. R. Fuynel, Mr. Lorimer, Mr. G. Durrell, Mr. and Mrs. Larcheveque. To Batavia: Mr. W. J. Dekker. To Singapore: Mr. Cornelissen, Mr. and Mrs. V. E. Nathan and son and daughter, Mr. F. H. Dallas, Mr. and Mrs. Deshan, Mr. Lephat Vinh.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Jan. 12.—To Shanghai: Mr. Charles Crawford, Mr. Crawford Kerr, Miss Dudgeon. To Samarang: Mr. Cochin and family.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11, and Southampton, Dec. 16.—To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Strich. To Shanghai: Mr. and Mrs. H. G. Riches, Misses Byrne, Warr, Mr. G. T. Wilson and Miss Wilson, Misses Anderson, Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Compton, Mr. Chesney Duncan and child. To Hongkong: Mr. and Mrs. Michel, Mrs. Wise, Mr. Poate, Mrs. Frank Morgan and child, Mr. Flinley Urquhart. To Singapore: Mr. C. V. Brooke, Mr. Fritzel and family, Mrs. Miller and children. To Penang: Mr. and Mrs. E. C. J. Trenchell and child.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30.—To Shanghai: Mr. and Mrs. W. Jamieson, Mr. A. Rose, Miss Melcham. To Hongkong: Mr. F. Pollock. To Sourabaya: Mr. K. A. Vols.

Per Nippon Yusen Kaisha steamer *Tama Maru*, from London, Dec. 6.—To Yokohama: Mr. T. Mura, Rev. J. Kennedy, Dr. S. Uchida, Messrs. Kagami, Le Gros. To Kobe: Messrs. K. Hasegawa, J. Aoyama, Mr. and Mrs., and Master R. Chester. To Shanghai: Messrs. F. W. Warburton, S. Reader, J. Brewer. To Hongkong: Sir John Hall, Mr. and Mrs. A. H. Mincwell and children, Messrs. Marshall, W. Smith, J. Jackson. To Singapore: Capt. and Mrs. C. G. Pritchard, Mr. W. Morgan, Master Morgan, Mr. and Mrs. Makepeace, Mr. and Mrs. Clement Cuff, Mr. T. G. Milligan, Rev. and Mrs. H. Iard, Capt. and Mr. J. Kar, Mr. and Mrs. Staples, Mr. J. Darby, Miss Urquhart. To Penang: Mr. R. Morris.

G. GIRALD: NOVELTIES, BEAUTIFUL DOLLS, PLEASING PARLOUR GAMES, CROQUET, &c., &c.

G. GIRALD: CRYSTALLIZED FRUITS, ROSE, MAROONS

GLAZED AND SPICED ALMONDS. 10/-

Hongkong, 14th May, 1902.

REASONABLE PRICES.

G. GIRALD: CRYSTALLIZED D. FRUITS, ROSE, MAROONS

GLAZED AND SPICED ALMONDS. 10/-

Hongkong, 14th May, 1902.

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GLAZED AND SPICED ALMONDS. 10/-

Hongkong, 14th May, 1902.

REASONABLE PRICES.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"KWANGTSE"	16th instant.
do.	"KASHING"	16th instant.
MANILA	"CHANGSHA"	17th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	17th instant.
SHANGHAI	"CHINGTU"	17th instant.
SHANGHAI	"WHAMPOA"	18th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO	STEAMERS.	TO SAIL
GLASGOW and LIVERPOOL*	"TANTALUS"	20th January, 1902.	"TANTALUS"	20th January, 1902.
"	"AJAX"	23rd "	"AJAX"	23rd "
"	"PYRRHUS"	31st "	"PYRRHUS"	31st "
"	"ULYSSES"	10th February,	"ULYSSES"	10th February,
"	"TYDEUS"	15th "	"TYDEUS"	15th "
"	"ANTENOR"	20th "	"ANTENOR"	20th "
"	"AND SWANSEA."		"AND SWANSEA."	

HOMEWARDS.

FOR LONDON.

PELEUS"	21st Jan., 1902.
"STENTOR"	4th Feb., "
"IDOMENUS"	18th "
"AJAX"	4th March,
"ULYSSES"	15th "
"ANTENOR"	29th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON)	KATES.
"PATROCLUS"	22nd Jan., 1902.
"TANTALUS"	15th Feb., "
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

and

"KNIGHT COMPANION,"

between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

Hongkong, 6th January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU".....	T. Ogata.....	SUNDAY, 19th January.
FOR ANPING*.....	"MAIDZURU MARU".....	T. Saito	WEDNESDAY, 22nd January.
FOR TAMSUI*.....	"DAIGI MARU".....	T. Kitano	SUNDAY, 26th January.
FOR FOOCHOW*.....	"ANPING MARU".....	K. Sudzuki.....	WEDNESDAY, 29th January.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyds.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 15th January, 1902.



TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 15th January, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess, and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 15th January, 1902.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR

STEAMERS.

TO SAIL

SHANGHAI	"KWANGTSE"	16th instant.
do.	"KASHING"	16th instant.
MANILA	"CHANGSHA"	17th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	17th instant.
SHANGHAI	"CHINGTU"	17th instant.
SHANGHAI	"WHAMPOA"	18th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Shipping.

STEAMERS.

FOR SHANGHAI, YOKOHAMA

AND KOBE.

THE Steamship

"C. FERD. LAEISZ."

Captain Fuchs, will be despatched for the above Ports, TO-MORROW, the 16th instant, at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 15th January, 1902.

[164d]

THE "GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL

THE Steamship

"GLENSHIEL."

Captain McGillivray will be despatched as above on FRIDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 8th January, 1902.

[142d]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

THE Company's Steamship

"INDRANI."

Captain Hill, will be despatched as above on or about the 3rd February.

For Freight, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 9th January, 1902.

[142d]

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

N O T I C E .

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 9th January, 1902.

[142d]

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

N O T I C E .

THE HONGKONG TELEGRAPH, WEDNESDAY, JANUARY 15, 1902.

Post Office.

A Mail will close:
For Canton—Per *Fatshan*, to-morrow, the 16th instant, at 7.30 A.M.
For Saigon—Per *Else*, to-morrow, the 16th instant, at 8 A.M.
For Chinkiang—Per *Flandria*, to-morrow, the 16th instant, at 9 A.M.
For Swatow, Ningpo and Shanghai—Per *Watang*, to-morrow, the 16th instant, at 11 A.M.
For Singapore and Rangoon—Per *Maria Valeria*, to-morrow, the 16th inst., at 1 P.M.
For Macao—Per *Heungshan*, to-morrow, the 16th instant, at 1.15 P.M.
For Kumchuck and Samshui—Per *Cheung-kung*, to-morrow, the 16th instant, at 3 P.M.
For Kumchuck and Samshui—Per *Tung-kang*, to-morrow, the 16th instant, at 3 P.M.
For Shanghai—Per *Whampton*, to-morrow, the 16th instant, at 4 P.M.
For Swatow, Amoy and Foochow—Per *Thales*, to-morrow, the 16th inst., at 5 P.M.
For Canton—Per *Hawke*, to-morrow, the 16th instant, at 5 P.M.
For Nagasaki, Kobe and Yokohama—Per *Kasuga Maru*, on Friday, the 17th instant, at 11 A.M.
For Shanghai—Per *Kwangse*, on Friday, the 17th instant, at 4 P.M.
For Shanghai—Per *Kashing*, on Friday, the 17th instant, at 4 P.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtao*, on Friday, the 17th instant, at 4 P.M.
For Kobe—Per *Changsha*, on Friday, the 17th instant, at 4 P.M.
For Shanghai—Per *Amoy*, on Friday, the 17th instant, at 4 P.M.
For Singapore—Per *Patroon*, on Wednesday, the 22nd instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Bengal*, on Saturday, the 18th inst., at 11 A.M.
For Manila—Per *Sungkian*, on Tuesday, the 21st instant, at 4 P.M.
For Singapore—Per *Patroon*, on Wednesday, the 22nd instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Prins Heinrich*, on Wednesday, the 22nd inst., at 11 A.M.
For Singapore and Bombay—Per *Malacca*, on Saturday, the 22nd instant, at 11 A.M.
For Europe, &c., India, via Tuticorin—Per *Caledonian*, on Monday, the 27th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tarlar*, on Wednesday, the 29th instant, at 11 A.M.

EXCHANGE.

Hongkong, 15th January.
ON LONDON, Telegraphic Transfer.....1/10
" " Bank Bills, on demand.....1/10 1/10
" " Credits 4 months' sight.....1/10 7/10
" " 4 months' sight.....1/10 9/10
ON BERLIN, (demand).....M. 1/81
ON PARIS, Bank Bills, on demand.....2/31
" " Credits, 4 months' sight.....2/35
ON NEW YORK, Bank Bills, on demand.....4/1
" " Credits, 30 days' sight.....4/35
ON BOMBAY, Telegraphic Transfer.....1/30
" " On demand.....137
ON SHANGHAI, Telegraphic Transfer.....73
" " Private 30 days' sight.....nom.
ON YOKOHAMA, T.T.10/3 prem.
Sovereigns, Bank's Buying Rate.....\$10.80
Gold Leaf 100 touch, per tael.....55/75
Bar Silver.....5 11/16
Dollarsnom.

RIVER STEAMERS, SCHOONERS, AND LOROBOAS.

Fatshan, British steamer, 1,425, *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.
Han-nan, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, and Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd,—Butterfield & Swire.
Hot-tong, Chinese steamer, 409 tons, Captain—Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.
Fak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. MacKenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,566, C. J. Mattock, 13th Jan.—Bangkok and Ang Hing 4th Jan., Rice—Jardine, Matheson & Co.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 9th Jan., Ballast—Order.
BEGVO, Norwegian steamer, 771, Th. Carlsen, 12th Jan.—Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieland & Co.
CAM, British steamer, 1,930, B. R. Clayton, 13th Jan.—Cardiff 23rd Nov., Patent-fuel—Admiralty.
CARL DIEDERICHSEN, German steamer, 774, H. Bendersen, 12th Jan.—Haiphong 6th Jan., and Hoitow 11th Jan., General—Jebson & Co.
CHIHIL, British steamer, 2,000, Newcomb, 13th Jan.—Canton 13th Jan., General—Butterfield & Swire.
CHINGTU, British steamer, 2,060, J. Williams, 26th Dec.—Sydney, N.S.W. 30th Nov., General—Butterfield & Swire.
C. FRED. LAZIUS, German steamer, 3,709, H. Fuchs, 14th Jan.—Hamburg and Singapore 7th Jan., General—Siemssen & Co.
DEVAWONGSE, German steamer, 1,057, H. Harrys, 8th Jan.—Bangkok 28th Dec., Rice—Butterfield & Swire.
DEVONSHIRE, British steamer, 2,363, A. Coull Jan.—Moj 5th Jan., Coal—Butterfield & Swire.
FORMOSA, British steamer, 674, A. E. Hodgins, 11th Jan.—Foochow 8th Jan., Amoy 9th, and Swatow 10th, General—Douglas, Laporte & Co.
GRANGE, British steamer, 3,750, W. Frakes, 10th Jan.—Shanghai 8th Jan., General—

HATCHING, British steamer, 1,272, W. G. Davis, 12th Jan.—Swatow 11th Jan., General—Douglas, Laporte & Co.

HANOI, French steamer, 742, P. Merle, 13th Jan.—Haiphong 9th Jan., and Hoitow 12th, Rice—A. R. Murry.

HEIM, Norwegian steamer, 758, A. Eriksen, 12th Jan.—Moj 5th Jan., Coal—Sander, Wieland & Co.

HEINRICH MENZELL, German steamer, 989, P. Delfs, 27th Dec.—Canton 23rd Dec., General—E. A. Trading Co.

HOLSTEIN, German steamer, 985, M. Ipland, 13th Jan.—Manila 8th Jan., Rice-flour—Jebson & Co.

INDRAPOURA, British steamer, 3,751, A. E. Hollingsworth, 13th Jan.—Portland, Or. 6th Dec., General—Allen Cameron.

KASUGA MARU, Japanese steamer, 2,368, H. Fraser, 14th Jan.—Melbourne 18th Dec., and Sydney 26th, General—Nippon Yusen Kaisha.

KWANGSE, British steamer, 1,248, A. Harris, 9th Jan.—Canton 8th Jan., General—

Butterfield & Swire.

KARA KOLA, German steamer, 1,050, G. Kraatz, 13th Jan.—Moj 5th Jan., Coal—Mitsui Bussan Kaisha.

MARIA VALENTI, Austrian steamer, 2,548, C. Bollen, 14th Jan.—Kobe 7th Jan., General—Sander, Wieland & Co.

NIPON MARU, Japanese steamer, 3,437, W. W. Greene, 9th Jan.—San Francisco 11th Dec., Honolulu 18th, Yokohama 1st Jan., Kobe 2nd; Nagasaki 3rd, and Shanghai 7th, Mails and General—P. & O. S. N. Co.

OSLO, Norwegian steamer, 779, O. Mathiesen, 9th Jan.—Surabaya and Singapore 29th Dec., General—Sander, Wieland & Co.

PENARTH, British transport, 1,059, W. H. West, 7th Jan.—Wellington 6th Dec., Coal—Admiralty.

PETRARCH, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar—Sander, Wieland & Co.

PHRA CHON KLAO, German steamer, 1,011, G. Schulten, 14th Jan.—Bangkok 6th Jan., Rice and Wood—Butterfield & Swire.

RAJABURI, German steamer, 1,189, A. Ahlbom, 13th Jan.—Bangkok 2nd Jan., and Hoitow 7th, Rice General and Teakwood—Butterfield & Swire.

ROCKLIGHT, British steamer, 2,133, Welch, 14th Jan.—Pulo Papan 20th Dec., and Manil 8th Jan., Kerosene—Arnold, Karberg & Co.

SALAMANDER, British steamer, 883, J. H. Anderson, 16th Dec.—Moj 5th Dec., Coal—Bradley & Co.

SATURN, American transport, 1,617, Frank E. Fuso, 14th Nov.—Shanghai 11th Nov.

SHANSHI, British steamer, 1,249, J. Carnahan, 11th Jan.—Canton 10th Jan., General—Butterfield & Swire.

Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec.—New York 30th June, Kerosene Oil—Master.

FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec.—Fremantle, W.A. 13th Sept., Sandalwood—Order.

HERZOK JOHAN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.

MOBILE BAY, British bark, 1,17, James A. Boy, 12th Dec.—Hongkong 17th Nov.

NIOLA, Norwegian bark, 649, Cardain, 3rd Jan.—Fremantle, Wash. and Australia 21st Oct., Sandalwood—Order.

VALIE OF DOON, British bark, 669, J. Petersen, 16th Dec.—Rejang 12th Nov., Timber—Sander, Wieland & Co.

ALBION, British gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkiss, at Nagasaki.

BOBRE, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Dobrovolsky, at Taku.

DIMITRI DONSKY, Russian armoured cruiser, 6,000 tons, twin screw, 30 guns, 9,500 h.p., Captain J. A. Beloy, Nagasaki.

ADMIRAL KORNILOFF, Russian armoured cruiser, 5,000 tons, 36 guns, 9,500 h.p., Captain A. A. Korniloff, at Nagasaki.

ADMIRAL NAKHIMOV, Russian armoured cruiser, 5,000 tons, 36 guns, 9,500 h.p., Captain J. A. Nakhimov, at Nagasaki.

ADMIRAL RODZINSKY, Russian armoured cruiser, 5,000 tons, 36 guns, 9,500 h.p., Captain J. A. Rodzinsky, at Nagasaki.

ADMIRAL SIRI, Russian armoured cruiser, 5,000 tons, 36 guns, 9,500 h.p., Captain J. A. Siri, at Nagasaki.

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